(d) the details and funds demanded and actually released to the Government of Maharashtra project-wise during the current year and claims pending together with reasons therefor?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) Yes, Sir.

(b) Funds for maintenance and repair of National Highways are allocated State-wise and lump-sum basis and not road-wise project-wise. During the year 1995-96, an amount of Rs. 2579.33 lakhs was allocated to the State of Maharashtra.

(c) and (d) Due to inadequate allocation and contained resource crunch allolcation of funds is only about 50% of the requirement for the maintenance repair of National Highways to all the States. During the current year, an amount of Rs. 2733.04 lakhs (12/96) has accordingly been allocated.

New Policy for Development of National Highways

534. DR. B. B. DUTTA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have approved recently a new policy for National Highways Development;

(b) if so, the details thereof;

(c) the priorities of Government so far as development of National Highways are concerned;

(d) whether areas have been identified for private investment; and

(e) if so, the details thereof;

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) Yes, Sir.

(b) The salient features of new National Highway (NH) policy are as follows:—

(i) Simplification of land acquisition and environmental clearance procedure.

(ii) Collection of toll in perpetuity on improved four mane sections of N.Hs. to be used for further development of N Hs.

(iii) Guidelines finalised for taking up NH projects on Build, Operate and Transfer (BOT) basis providing inter-alia for award of work through competitive bidding on least cost to user.

(iv) The Govt. enabled to make capital Investment in National Highways Authority of India (NHAI) for leveraging the same to raise further resources from market.

(c) The priority for the development of N.Hs. is for four laning of high Traffic density corridors linking Delhi, Calcutta, Madras and Mumbai and the roads leading to Ports.

(d) and (e) projects relating to by-passes, bridges, road over bridges and four laning of existing sections of N.Hs. which on the basis of taffic density are financially viable and bankable are proposed to be taken up through private sector.

Policy for support to Ship-building Industry

535. DR. JAGANNATH MISHRA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are aware that in the absence of any concrete policy on supporting the beleaguered ship building industry, many of its yards would face imminent closure and may destroy a crore and strategic industry;

(b) whether Government had received any demand from that industry, if so, the details thereof; and

(c) the action Government have taken thereon?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) Many countries the world over have been supporting the Shipbuilding industry with incentives such as subsidy, tax concessions, etc. In order to have level playing field, Indian shipbuilding industry requires support